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## DIVIDE TRADES ARE ENORMOUS S. F. REPORTS

Trading in mining shares during the year 1919 approached the level of early days on the San Francisco Stock exchange, according to tabulation just completed by Secretary Howard D. Landon. The business for the twelve months amounted to

\$66,926,521, which was an increase of 450 percent over the transactions of 1918, amounting to \$12,087,435. The volume of shares that changed hands the increase was not so great, there being 221,885,098 for the year, as against 82,737,094 in 1918. The average of 30 cents per share for the list was also an increase in value, due to the large number of new companies that were listed during the year.

Including the eighty companies that engaged in business in the Divide district there were about the new companies offered for trading during the year. Divide issues, with a total trading value of nearly \$51-

000,000, furnished almost 80 percent of the total business, although every other group showed a material increase.

By districts the business of the stock exchange was as follows:

District	Shares	Amount
Divide	132,784,050	\$39,834,420
Tonopah	20,511,054	\$1,134,548
Goldfield	14,222,800	\$3,034,676
Cornstock	9,228,950	\$425,972
Manhattan	10,946,628	\$71,715
California	894,628	\$28,228
Other districts	10,865,294	\$2,512,375
Oils	3,392,574	\$90,602

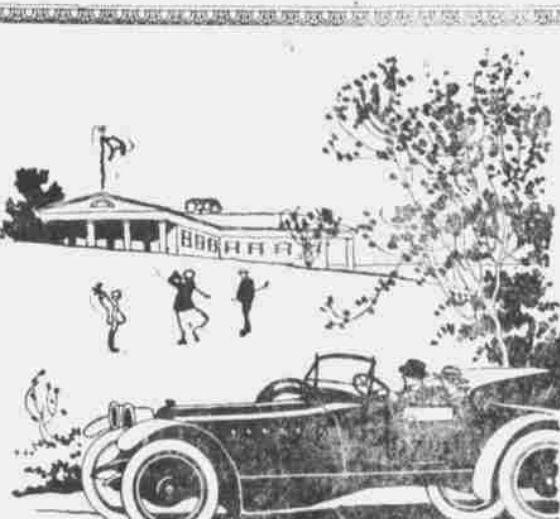
Totals 221,885,098 \$66,926,521

How widespread was the interest in Divide stocks last spring is shown by the record of the leading issues, which was distributed in a period of less than three months. The record shows Divide Extension to have been the most popular stock on the board, the shares exchanging amounting to 10,252,900, representing cash transactions aggregating \$9,894,000. The fluctuation was from 5 cents to \$3.50 per share. Tonopah Divide, which advanced from \$1.45 to \$11.50 during the year, changed hands to the extent of 1,090,000 shares, representing \$5,285,000 and Divident accounted for 11,700,000 shares, representing \$5,325,000. In Washoe there were bought and sold 2,295,000 shares, involving \$5,311,250 and in Gold Zone the exchange amounted to 7,757,000 shares, representing \$4,047,000.

From the standpoint of the forty active members of the San Francisco Stock exchange, the year was one of the most gratifying and profitable since 1906, when Goldfield production attained its highest peak. Because of the varied rates of commissions charged, it is impossible to approximate the price paid for the privilege of buying and selling the stocks, but the total was a large one as compared with earnings of preceding years.

### OREGON UNIVERSITY ATTENDS THREE MEETS

(Associated Press)  
EUGENE, Ore., Jan. 29. The University of Oregon track team has three meets scheduled this spring, but no conference meets have been scheduled for the home under path. On May 8, Oregon will clash in a track meet with the University of Washington at Seattle. It will participate in the conference meet at Stanford on May 15, and on May 22 the trackmen will meet Oregon Agricultural college athletes at Corvallis.



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## BURLESQUE FOR MODERN TIMES

(Correspondence of Associated Press)  
LONDON, Jan. 11.—King George has appointed Lieutenant General Sir W. P. Patteney, as Gentleman Usher of the Black Rod in succession to the late Admiral Sir Henry F. Stephenson. The office is one of those purely ornamental ones which are rather numerous in this country.

"Black Rod," as he is called for short, has nothing to do and gets \$5,000 a year for doing it, and a suite of apartments, rent free, in the house of lords.

He is a glorified messenger of the hereditary legislators. When on duty he is gorgeously attired in court costume with knee breeches and a plumed cocked hat and a dandy little sword by his side. The emblem of his authority is an ebony wand but he never does anything with it.

When members of the house of commons are summoned to the house of lords to hear speeches from the throne or the royal assent given to acts that have been passed, Black Rod enters the upper house and makes his way to the "woodcock" in which sits the robed and winged lord chancellor. He is told to inform the members in the house of commons that they are wanted.

Then the sergeant-at-arms opens a little panel in the door and asks him what he wants, or something to that effect and Black Rod tells him what he already knows. Then Black Rod is admitted. This little bit of comedy is supposed to indicate that the house of commons does not take any orders from the house of lords. Then Black Rod, with chastened mien advances to where the speaker sits in state and in Norman French delivers his message. This is the performance he will have to go through for the first time when parliament opens on February 16.

General Patteney has served in many campaigns, having joined the Scots guards in 1881 and has been the recipient of a large number of honors. During the great war he commanded the Third corps in France. He has taken a keen interest in the development of military recreation and has been a prime favorite with his men. He was born in 1861.

## PUSSYFOOT IN WAX PICTURES

(Correspondence Associated Press)

LONDON, Jan. 11.—A wax figure of W. K. (Pussyfoot) Johnson, the American prohibition worker who recently sacrificed an eye to the "dry" campaign in England, has been placed among the "immortals" in Madame Tessaud's museum of wax figures. The figure represents the Mr. Johnson has a patch over the injured eye.

Madame Tessaud's establishment, which has been running for more than half a century, has come to be almost a national institution. It is a place to be found the birds and stories of people of all periods who have achieved fame in history.

### MORE SNOW NEEDED ON WATERSHED OF CARSON

The lack of snow at the head of the Carson and Walker rivers is causing considerable anxiety among farmers and ranchmen residing in the districts which depend on the water of the two rivers for irrigation purposes. Persons residing near Lake Tahoe during the past week declare that there is not that much snow as there was last year, and that the snow should be double that amount to insure water for next summer.

The Bonanza, "First in Everything"

Bonanza Want Advertising Results? The Bonanza "First in Everything"

A. H. ELFTMAN

Consulting Geologist and Mining Engineer

104-107 State Bank Building, Tonopah, Nevada

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MILTON M. DETCH

ATTORNEY-AT-LAW

Tonopah Office: Rooms 200-201-202 State Bank Building

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## WAR TIME RULE AT WASHINGTON HURTS NEVADA

J. F. Shaughnessy, chairman of the Nevada public service commission, wishes it understood that the Nevada delegation in congress appeared before the railroad administration in Washington in person and made a strong appeal in support of the Nevada petition for establishing the through rate from Paxon, Calif. to the Thompson smelter.

"As a matter of fact," writes Mr. Shaughnessy, "the railroad administration at Washington still continues to function as a wartime department and exercises prerogatives that, until the railroads are returned to private ownership on March 1, 1920, are beyond the jurisdiction of congress."

"In turning down our application and showing the administration stated that Senators Pittman and Henderson and Congressman Evans had appeared before it and made a strong appeal for the rates in question. It will, therefore, be noted that no matter how meritorious the case may be the best efforts of a congressional delegation from any one state may be ignored. This illustrates the danger of the movement now under way in the peacetime railroad legislation before congress to continue the centralization of all power over railroads in the hands of the interstate commerce commission to the exclusion of the jurisdiction of Nevada, through the medium of its constitutional delegates, county commissions and the direct vote of its people."

The Commons and the Esch railroad bills which have passed both houses and are now in conference committee, which is dislocated at present, provide for the abrogation of our state rights and, therefore, the effective protection and maintenance of said rights and liberties of our people as the issue that is clearly joined. Whether government ownership, propaganda, or continued railroad administration control or complete centralization of power in the hands of the interstate commerce commission for any alleged reasons whatever must be permitted to develop. The time is at hand when the people must decide whether congress shall be required to restore the power of peace-time functions of the various states to the end that they may control their own commerce and transportation facilities, or whether the trunk line railroads are to be made superior to the states for the future.

Our senators and congressmen have been cooperating with other western and southern delegations in congress during the past several months and are at this time working before the conference committee where said peace-time railroad bills are under consideration for the purpose of protecting our state sovereignty and to secure an absolute long and short haul program to which our Nevada people may, in the future be assured of at least an equal opportunity as far as railroad transportation charges are concerned. However it should be noted that the Nevada commission has through the medium of an order of the interstate commerce commission in March 1919 secured for the people of Nevada equal or blanket rates on woodhauled transcontinental freight business or in other words rates no higher than those granted to San Francisco and other Pacific coast terminal points. But in this regard grave uncertainty now exists and undoubtedly will exist for the reason that in making such order the interstate commerce commission qualified same by requiring the railroads to furnish the same rates as they might desire upon a through shipment at water competition between Atlantic and Pacific coast points. Persons who will remember some years ago when the railroads had no through rates or rates that were as high as the rates on the coast will remember that the interstate commerce commission in 1919 secured for the people of Nevada equal or blanket rates on woodhauled transcontinental freight business or in other words rates no higher than those granted to San Francisco and other Pacific coast terminal points. But in this regard grave uncertainty now exists and undoubtedly will exist for the reason that in making such order the interstate commerce commission qualified same by requiring the railroads to furnish the same rates as they might desire upon a through shipment at water competition between Atlantic and Pacific coast points. Persons who will remember some years ago when the railroads had no through rates or rates that were as high as the rates on the coast will remember that the interstate commerce commission in 1919 secured for the people of Nevada equal or blanket rates on woodhauled transcontinental freight business or in other words rates no higher than those granted to San Francisco and other Pacific coast terminal points. But in this regard grave uncertainty now exists and undoubtedly will exist for the reason that in making such order the interstate commerce commission qualified same by requiring the railroads to furnish the same rates as they might desire upon a through shipment at water competition between Atlantic and Pacific coast points.

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